

Fitting Instructions #4129IS

Nissan Patrol

Front Control Arm Upper Bushing

Note: Polyurethane bushings must be fitted to both sides of the vehicle.

- Wheel-align the vehicle before the job is started and note settings;
- With the vehicle on jack stands, remove the upper control arms (Refer page 2 and 3 for detailed instructions);
- Remove the original bushes including the steel shell;
- Apply the grease supplied to the upper arm housing and the outside surface of the bush;
- Using the appropriate pressing tools support the control arm and press in the new '4129' bushes. Note the shell side of the bush is the last part to be pressed in the control arm housing, Figure 01;

Note: use a flat plate to cover all surface of the end of the bush to press the shell in the housing.

- Apply the grease supplied to the bore of the bush and the outside surface of the steel crush tubes, then push the crush tubes in the bush;
- Refit the control arms to the car and tighten the bolts to manufacture's torque settings;
- Re-assembly the rest of the car and carry out a wheel alignment.

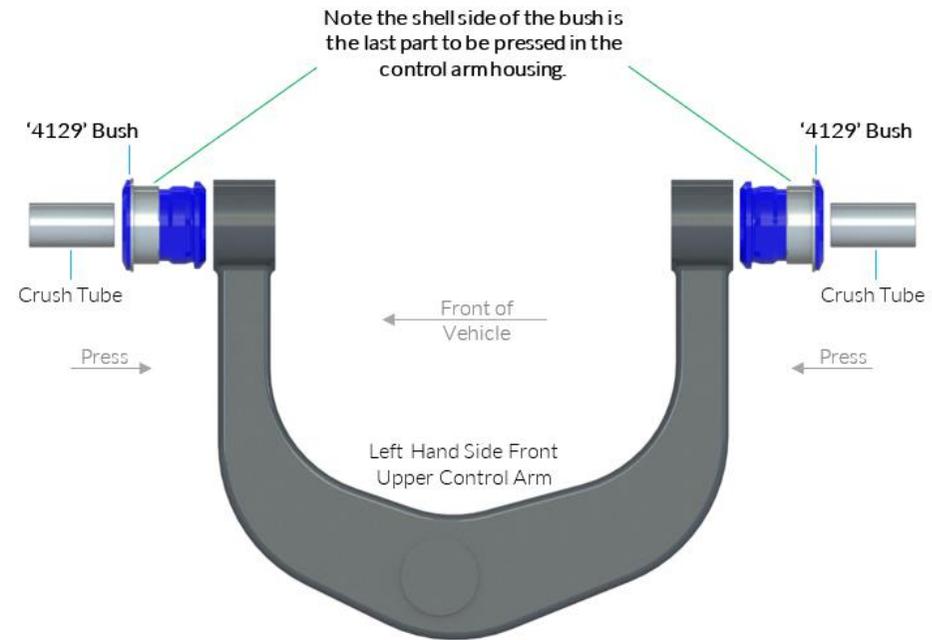


Figure 01 - LHS Front Upper Control Arm, Top View

For OFFSET TUBE to correct Camber

- Offset tubes are used shorten the effective length of the arm. The hole in the offset tube must be on the side that the ball joint is. This is the same for both arms in both bushing positions. Refer Figure 02;



Figure 02 - Offset Tube Position

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Removing Control Arm From Vehicle Drivers side

- Remove inner guard liner.
- Remove bolt in Figure 03 so bracket is free.
- Disconnect connector in Figure 04. There is a clip on the side that needs to be depressed to disconnect the connector.
- Remove the cover in Figure 05 to expose the power steering pump.
- Loosen the bolt in Figure 06. **NOTE: Power steering fluid will come out once the bolt is removed. This is OK**



Figure 03



Figure 04



Figure 05



Figure 06

Fitting Instructions #4129IS

Removing Control Arm From Vehicle drivers side CONTINUED

- Using a spanner in the position seen in Figure 07 remove the bolt.
- Using the bolt head on the pulley in Figure 08 rotate the pulley until a socket extension can fit through and locate on the power steering housing as seen in Figure 09 and remove this bolt in Figure 09.
- The power steering pump should be loose now.
- Loosen and remove the bolts holding on the control arm, the control arm should be free from the vehicle.
- Use the steps on page one to install polyurethane bushings into the arm.
- Reinstall the arm and follow the steps on pages 2 and 3 in reverse to reassemble.
- **ONCE REASSEMBLED TOP UP POWER STEERING FLUID RESERVOIR**
 - The oil required for the power steering is DEXRON type ATF as shown in Figure 10.

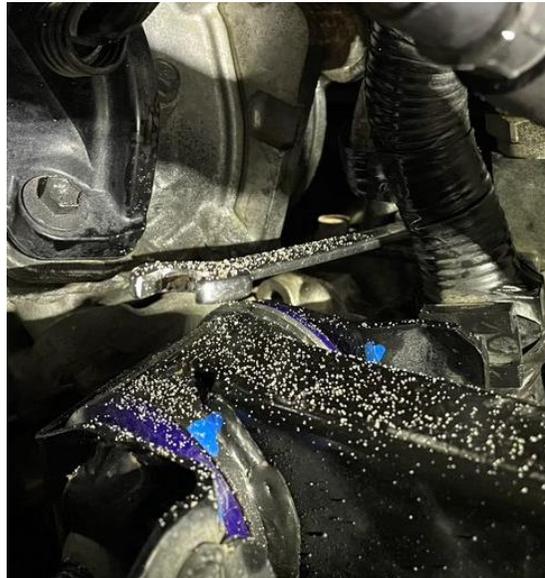


Figure 07



Figure 08



Figure 09



Figure 10